

Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **underline**, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[]]. All cancellations are without prejudice.

1. (Canceled)

2. (Canceled)

3. (Currently amended) ~~The~~**An** oil separator for an engine, **which is configured to separate a liquid from a gas, according to Claim 1, further comprising:**

a tubular oil chamber provided with its center axis extending substantially in a vertical direction, the oil chamber having closed upper and lower opening ends;

an air-fuel mixture transport pipe connected to a peripheral portion of the oil chamber so as to communicate with an inner space thereof, the air-fuel mixture transport pipe being configured to transport a liquid air-fuel mixture into the oil chamber;

a gas discharge pipe connected to an upper end portion of the oil chamber so as to communicate with the inner space thereof, to allow the gas to be

discharged from the oil chamber through the gas discharge pipe,

a liquid discharge pipe connected to a lower end portion of the oil chamber so as to communicate with the inner space thereof, to allow the liquid to be discharged from the oil chamber through the liquid discharge pipe; and

a separating member provided in the inner space within the oil chamber to define a first space on an upper side and a second space on a lower side; ~~wherein~~

wherein the separating member is provided with a penetrating hole to allow the first space and the second space to communicate with each other, an upper end portion of a pipe member is connected to a lower face of the separating member so as to communicate with the penetrating hole, and a lower end portion of the pipe member opens downwardly[[,]];

wherein ~~the~~ connecting end portion of the gas discharge pipe protrudes into the first space and opens downwardly within the oil chamber;[[,]] and

wherein ~~the~~ connecting end portion of the air-fuel mixture transport pipe communicates with the second space and is located higher than the lower end portion of the pipe member is placed in the vicinity of an inner peripheral face of the oil chamber and located higher than the lower end portion of the pipe member such that the connecting end portion communicates with the second space of the oil chamber and opens in a circumferential direction of the oil chamber.

4. (Original) The oil separator for an engine according to Claim 3, wherein the penetrating hole has a diameter smaller than a diameter of the upper end

portion of the pipe member.

5. (Original) The oil separator for an engine according to Claim 3, wherein the connecting end portion of the gas discharge pipe has a diameter smaller than a diameter of the lower end portion of the pipe member.

6. (Currently amended) ~~The~~An oil separator for an engine ~~according to Claim 1, wherein,~~ which is configured to separate a liquid from a gas, comprising:

a tubular oil chamber provided with its center axis extending substantially in a vertical direction, the oil chamber having closed upper and lower opening ends;

an air-fuel mixture transport pipe connected to a peripheral portion of the oil chamber so as to communicate with an inner space thereof, the air-fuel mixture transport pipe being configured to transport a liquid air-fuel mixture into the oil chamber;

a gas discharge pipe connected to an upper end portion of the oil chamber so as to communicate with the inner space thereof, to allow the gas to be discharged from the oil chamber through the gas discharge pipe; and

a liquid discharge pipe connected to a lower end portion of the oil chamber so as to communicate with the inner space thereof, to allow the liquid to be discharged from the oil chamber through the liquid discharge pipe;

wherein a connecting end portion of the gas discharge pipe opens

downwardly within the oil chamber;

wherein a connecting end portion of the air-fuel mixture transport pipe is placed in the vicinity of an inner peripheral face of the oil chamber so as to open in a circumferential direction of the oil chamber; and

wherein the oil chamber is configured such that opening ends of a tubular member are closed by closing members having an identical shape.

7. (Original) The oil separator for an engine according to Claim 6, wherein the tubular member is cylindrical.

8. (Currently amended) The oil separator for an engine according to Claim [[1]]3, wherein the liquid air-fuel mixture is a blow-by gas of the engine.

9. (Currently amended) The oil separator for an engine according to Claim [[1]]3, being equipped in the engine mounted in a jet-propulsion personal watercraft.

10. (Currently amended) A personal watercraft comprising:
a body formed by a hull and a deck covering the hull from above, the body having an engine room inside thereof;

an engine body mounted in the body within the engine room, the engine body having an associated crankshaft, a crankcase configured to accommodate the

crankshaft, and an oil pan provided under the crankcase, the engine body being mounted such that the crankshaft extends along a longitudinal direction of the body;

an air-intake system configured to draw air taken in from outside into the engine body; and

an oil separator configured to separate a blow-by gas discharged from the engine body into a gas and a liquid; ~~the oil separator including:~~

~~a tubular oil chamber provided with its center axis extending substantially in a vertical direction, the oil chamber having closed upper and lower opening ends;~~

~~an air-fuel mixture transport pipe connected to a peripheral portion of the oil chamber so as to communicate with an inner space thereof, the air-fuel mixture transport pipe being configured to transport the blow-by gas from~~ configured to connect the oil separator to the engine body into the oil chamber;

~~a blow-by gas discharge pipe connected to an upper end portion of the oil chamber so as to communicate with the inner space thereof, to allow the blow-by gas to be discharged from the oil chamber through the blow-by gas discharge pipe; and~~ configured to connect an upper end portion of the oil separator to the air-intake system;

an oil discharge pipe configured to ~~connected to~~ a lower end portion of the oil chamber so as to communicate with the inner space thereof, to allow the oil to be discharged from the oil chamber through the oil discharge pipe oil separator to the oil pan of the engine;[[.]]

wherein

~~a connecting end portion of the blow-by gas discharge pipe opens downwardly within the oil chamber, and a connecting end portion of the air-fuel mixture transport pipe is placed in the vicinity of an inner peripheral face of the oil chamber so as to open in a circumferential direction of the oil chamber, wherein~~

~~at least part of the air-intake system is located on a first side of right and left sides of the body with respect to the engine body, the oil chamber of the oil separator is placed on a second side of the right and left sides with respect to the engine body~~

wherein the oil separator is located on one of right and left sides of the crankshaft, and the upper and lower end portions are situated along a substantially vertical axis that is perpendicular to a center axis of the crankshaft; and

wherein part of the air-intake system is located on an opposite side of the crankshaft from the oil separator, such that the center axis of the crankshaft is located laterally intermediate the oil separator and the part of the air-intake system;[[,]] and

wherein the blow-by gas discharge pipe extends from the oil chamberseparator to the part of the air-intake system located on the first side with respect to the engine body, the blow-by gas discharge pipe being coupled to the oil separator and to the part of the air-intake system at respective locations that are laterally remote from the center axis of the crankshaft.

11. (New) The personal watercraft according to Claim 10, wherein the part of the air-intake system is an air cleaner.

12. (New) The personal watercraft according to Claim 10,
wherein the oil separator includes a tubular oil chamber extending along the substantially vertical axis of the oil separator intermediate the upper end portion and lower end portion of the oil separator;

wherein the air-fuel mixture transport pipe is connected to a peripheral portion of the oil chamber so as to communicate with an inner space thereof, the air-fuel mixture transport pipe being configured to transport a liquid air-fuel mixture into the oil chamber, the air-fuel mixture transport pipe having a connecting end portion placed in the vicinity of an inner peripheral face of the oil chamber so as to open in a circumferential direction of the oil chamber;

wherein the blow-by gas discharge pipe is connected to the upper end portion of the oil separator so as to communicate with the inner space thereof, to allow the blow-by gas to be discharged from the oil chamber through the blow-by gas discharge pipe, the blow-by gas discharge pipe having a connecting end portion which opens downwardly within the oil chamber; and

wherein the oil discharge pipe is connected to the lower end portion of the oil separator so as to communicate with the inner space thereof, to allow the oil to be discharged from the oil chamber through the oil discharge pipe.

13. (New) The personal watercraft according to Claim 12, wherein the oil separator includes:

a separating member provided in the inner space within the oil chamber to define a first space on an upper side and a second space on a lower side;

wherein the separating member is provided with a penetrating hole to allow the first space and the second space to communicate with each other, an upper end portion of a pipe member is connected to a lower face of the separating member so as to communicate with the penetrating hole, and a lower end portion of the pipe member opens downwardly;

wherein a connecting end portion of the blow-by gas discharge pipe protrudes into the first space; and

wherein a connecting end portion of the air-fuel mixture transport pipe communicates with the second space and is located higher than the lower end portion of the pipe member.

14. (New) A personal watercraft comprising:

a body including a deck and a hull;

an engine room formed inside the body;

an engine body mounted in the engine room, with a crankshaft having a center axis of rotation extending along a longitudinal direction of the body;

an oil pan coupled to the engine body below the crankshaft;

an oil separator fluidically connected to the oil pan by an oil discharge pipe,

the oil separator being positioned above and laterally to a side of a center of the oil pan; and
an air-intake component fluidically connected to the oil separator by a blow-by gas pipe, the air-intake component being positioned above and laterally on an opposite side of the oil pan center from the oil separator, wherein an upper end of the air intake component is lower than an upper end of the oil separator.